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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Czechoslovakia

REPORT

SUBJECT Military Airfield at Pardubice

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This is UNEVALUATED Information

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[redacted] a report on Pardubice military
airfield. Two sketches show the location and layout of the field.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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1. The airfield is situated west of Pardubice and south of Popkovice. The northern boundary is the Pardubice - Popkovice - Stara Cvice road; the eastern boundary is the Pardubice - Chrudim railroad line. The northeast corner adjoins the Pardubice race course and the southern side is bounded by fields. The original airfield has been extended westward up to about 400 meters beyond the former Popokovice - Cepi road, which was closed and replaced by a new road leading from Stare Cvice to Cepi.
2. The reconstruction of the airfield started in 1950 and was finished by 1954. A concrete runway was built but it keeps cracking in winter and spring due to the soft ground on which it is built.
3. The total number of troops at the airfield, including flying personnel and ground staff, is about 1,400 officers and OR's. Most of the officers are billeted in Pardubice .
4. There are about 40 - 50 MIG-15 jet aircraft at the airfield; they are usually parked on the western part of the apron. About six twin-engine Siebel aircraft and about 40 aircraft of various older types, such as, Messerschmits, Cap's, Sokol's, Arado's, etc. bring the total number of the aircraft at the airfield to about 100.
5. Take offs and landings were observed in different directions, the former east to west and the latter west to east. Jet aircraft usually take off in threes, one after another. In winter most of the aircraft take off around midday and in summer any time from 9 a.m. to 5 p.m. The number of aircraft at the same time in the air varies from three to nine; their flying rounds last from 40 to 60 minutes. There is also some night flying which is done mostly by jet aircraft. During the night flying the southern edge of the runway is clearly marked by dark red lights, about 50 meters away from one another.

Legend for the airfield

1. Runway, concrete, 50 m wide and over 2,000 meters long, the concrete slabs are 5 x 4 meters large.
2. Taxi strip, the only one which is visible, north of the runway, about 10 meters wide.
3. Apron, concrete, about 300 m long and 100 m wide. At the eastern side it has a concrete projections toward the runway; the projection is 30 to 50 m wide. Aircraft are usually parked in several rows on the western part of the apron.

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4. Hangars, two, reinforced concrete, newly built, on the northern side of the apron, about 70 x 80 x 40 meters each, with vaulted metal roofs. A third hangar (see # 7) is an old one and is used by Svazarm only.
5. Control tower, reinforced concrete. The upper part is round, entirely of glass, with a large number of wires belonging to aeriels.
6. Offices and EM's quarters. Standard military huts, 20 x 12 m, on concrete base. North of the control tower is a masonry boiler house.
7. Old hangar and the area around it used by Svazarm. Some gliders are kept in the hangar where are also some training aircraft used mostly for towing gliders. Svazarm uses the airfield on certain days and for certain hours only. The Svazarm aircraft and gliders do not use the concrete runway. Svazarm parachute training also takes place at the grassy part of the airfield.
8. Airforce barracks, built in 1938, occupying an area of about 200 x 70 m. The main barracks building is along the road in the western part of the barracks area; it is three-stoired and contains offices and quarters. East of this building there is a two-stoired building about 20 x 15 m, used as quarters; it has an annex, ground floor, used as a prison. In the southeast corner there is a two-stoired house, probably family quarters. A garage about 60 - 70 meters long extends along the north side of the barracks area; it contains mostly Tatra 111, gasoline road tanks and some private cars.
9. Radio and radar station, southeast of the airfield, near the village Jasencany: (see the separate sketch)
 - a. Area occupied by the installation, about 50 x 50 m.
 - b. Wooden hut, ground-floor, about 12 x 8 m.
 - c. Radar antenna; a metal tube protruding about 3.5 - 4 m above the roof of the wooden hut and carrying the revolving antenna.
 - d. Antenna framework; about 3 m long and 1.5 m high, with vertical bands of wire on it. The aerial kept changing the position during the day both horizontally and vertically.
 - e. Masts; about 8-10 m high at each corner of the installation. A network of various wires, aeriels and insulators extends from each mast to the wooden hut. Several enlisted men in Airforce uniform were observed inside the area of the installation.
10. New road from Stara Civice to Cepi built when the old road from Popkovic to Cepi was closed because of the extension of the runway. The old road has wooden barriers and is used as an approach road to the airfield only.



